

Checklist Number:	OPS-CLOMI-402
Checklist Name:	OPS - Flight Data Analysis Program
Applicability:	
Location:	Date·

1.1 Does the operator establish and maintain a flight data analysis programme as part of its safety management system. The flight data analysis programs halt be non-punitive and contain adequate safeguards to protect the source(s) of the data. 1.2 A non-punitive company policy for the use of the FDA programme is in place. The main objective of the programme must be to identify hazards. 1.3 Are there any indications that the company management and the pilots, identifying the procedures for the use and protection of data? 1.5 Are there any indications that the company management and service of data? 1.6 Is the FDA programme managed by a dedicated staff within the safety or operations departments, with a high degree of specialization and logistical support? 1.7 Are there any indications that this programme is viewed in positive manner by both management and the flight crews? 2. Protection of Data 2.1 Data has protection from use for disciplinary purposes? 1.2 Ch. 1 Item 11.3, 11.4 Ch. 5 Item 10.5 1.3 (Ch. 2 Item 10.5 1.4 (Ch. 5 Item 10.5 1.5 (CAO Doc 10000 1.6 (Ch. 3 Item 3.1.3 (a), 3.2 (b) 1.7 Are there any indications that the company management has deviated from this agreement? 1.8 (CAO Doc 10000 1.9 (CAO Doc 10000 1.0 (CAO Doc 10000 1.1 (CAO Doc 10000 1.2 (CAO Doc 10000 1.3 (CAO Doc 10000 1.4 (CAO Doc 10000 1.5 (CAO Doc 10000 1.6 (CAO Doc 10000 1.7 (CAO Doc 10000 1.8 (CAO Doc 10000 1.9 (CAO Doc 10	
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2.1 Data has protection from use for disciplinary ICAO Doc 10000	
purposes? Ch.3 Item 3.1.1 (a)	
2.2 Data has protection from use in enforcement actions ICAO Doc 10000	
against individuals or against the company, except in Ch.3 Item 3.1.1 (b)	
cases of criminal intent or intentional disregard of	
safety?	
2.3 Data has protection from disclosure to the media and ICAO Doc 10000	
the general public under the provisions of State laws Ch.3 Item 3.1.1 (c)	
for access to information?	
2.4 Data has protection from disclosure during civil ICAO Doc 10000	
litigation Ch.3 Item 3.1.1 (d)	
3 Data Security	
3.1 There is a well-structured, de-identification system in ICAO Doc 10000	
place to protect the confidentiality of the data? Ch.3 Item 3.3 (h)	
3.2 Data security policies strictly limit data access to ICAO Doc 10000	
selected individuals within the company? Ch.3 Item 3.1.3 (b)	
3.3 Data protection can be optimized by maintaining ICAO Doc 10000	
tight control to ensure that data identifying a specific Ch.3 Item 3.1.3 (c)	
flight are kept secure?	

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No	Subject	Reference	S	U	N/A	Comment
3.4	Access to crew identification information during	ICAO Doc 10000				
	follow-up is available only to specifically authorized	Ch.3 Item 3.1.8				
	persons and used only for the purpose of an					
	investigation?					
3.5	The data enabling the crew identification is be	ICAO Doc 10000				
	destroyed immediately after initial analysis for	Ch.3 Item 3.1.6,				
	expedience?	3.17				
4	FDA Programme Implementation					
4.1	Has the operator established a baseline of	ICAO Doc 10000				
	operational parameters against which changes can be	Ch.4				
	detected and measured?					
4.2	Are non-standard, unusual or basically unsafe	ICAO Doc 10000				
	circumstances compared to the baseline margins of	Ch.4				
	safety and the observed changes quantified?					
4.3	Are unsafe trends identified and the inherent risks	ICAO Doc 10000				
	assessed to determine the need for mitigation	Ch.4				
	actions?					
4.4	When unacceptable risk are identified, appropriate	ICAO Doc 10000				
	risk mitigation actions are decided and implemented?	Ch.4				
4.5	Once a remedial action has been put in place, its	ICAO Doc 10000				
	effectiveness is monitored, confirming that it has	Ch.4				
	reduced the identified risk and that the risk has not					
	been transferred elsewhere?					
4.6	Is the operator's FDAP programme managed,	ICAO Doc 10000				
	implemented, maintained, analyzed by specialize	Ch.4 Item 4.4				
	persons or team with appropriate training and					
	experience for their respective area of					
5	responsibilities? Regular Analysis and Follow-Up					
5.1	FDA data are compiled on a regular basis (at least	ICAO Doc 10000				
5.1	monthly)?	Ch.2 Item 2.4.1				
5.2	Data is then reviewed by a working group to identify	ICAO Doc 10000				
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	specific exceedance and emerging undesirable	Ch 2 Itam 2 1 1				
	specific exceedance and emerging undesirable	Ch.2 Item 2.4.1				
53	trends?					
5.3	trends? The initial analysis for operational exceedance is	ICAO Doc 10000				
5.3	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from					
	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft?	ICAO Doc 10000 Ch.2 Item 2.4.1				
5.3	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft? Data information and trends are then disseminated to	ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000				
5.4	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft? Data information and trends are then disseminated to the flight crews in a de-identified form?	ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000 Ch.2 Item 2.4.1				
	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft? Data information and trends are then disseminated to the flight crews in a de-identified form? The information on specific exceedance is passed to	ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000				
5.4	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft? Data information and trends are then disseminated to the flight crews in a de-identified form? The information on specific exceedance is passed to an agreed aircrew representative for confidential	ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000 Ch.2 Item 2.4.1				
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5.4	trends? The initial analysis for operational exceedance is conducted promptly after extracting the data from the aircraft? Data information and trends are then disseminated to the flight crews in a de-identified form? The information on specific exceedance is passed to an agreed aircrew representative for confidential discussion with the pilot? The aircrew representative provides the necessary contact with the pilot in order to clarify the circumstances, obtain feedback, and give advice and	ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000 Ch.2 Item 2.4.1 ICAO Doc 10000 Ch.2 Item 2.4.2				
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No	Subject	Reference	S	U	N/A	Comment
6.3	Database is used to identify patterns and trends	ICAO Doc 10000				
	across the fleets?	Ch.2 Item 2.4.3				
6.4	Is a specific organization and manager responsible for	ICAO Doc 10000				
	the monitoring and identification of the pattern and	Ch.2 Item 2.4				
	trends on an on-going basis?					
6.5	Where the development of an undesirable trend	ICAO Doc 10000				
	becomes evident (within a fleet, or at a particular	Ch.2 Item 2.4				
	phase of flight, or airport location), does the operator					
	implement measures to reverse the trend?					
6.6	Are the implemented measures monitored for	ICAO Doc 10000				
	successful impact and unintended consequences?	Ch.2 Item 2.4, Ch.4				
		Item 4.4				

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U= Unsatisfied

N/A= Not Applicable

Comment= Description the detail of compliance or Non Compliance or other information

Inspector Name:	
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Position:	
Completed on:	
completed or minimum.	

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